



Report of the President of the International Jury

9th European Advanced Aerobatic Championship

23.7.2015 – 2.8.2015

Deva Airfield, Saulesti, Romania



Philippe Kuchler, pik

Introduction and Overview

The 9th FAI European Advanced Aerobatic Championships (EAAC) was held at the Airfield of Deva (LRDV), Saulesti, Romania on 23 July - 2 August 2015. Contest Director was Palo Kavka (SVK) and Chief Judge was Nick Buckenham (GBR).

There were a total of 46 competitors from 12 countries. Detailed results are available from www.civa-results.com.

The position of the President of the International Jury was handed over to me by the President of CIVA, Mr. LG Arvidsson, who sadly wasn't able to attend the championship because of severe health issues.

Jury members were Tamas Abranyi and Hanna R ih a. A big thank you to you guys for the work done, the hours spent in the sun and the many happy hours we had together.

Facilities and Contest Organization

I already had the chance to visit Deva Airfield on the occasion of the Romanian Nationals in Glider Aerobatics in October 2014 where I was working as a Chief Judge. By that time the main building

was undergoing heavy renovations. I was quite pleased to see what the Romanian Aeroclub has done with the infrastructure when I arrived at Deva for EAAC. The main building is nicely renovated, has space for offices for Judges, Scoring Office, Info Point and the Jury. In addition a large room was used as the dining room for officials and support staff. Everything was nice and tidy and can be taken as a good example for other organizers. The catering was done on site by a professional caterer.

The Info-Point was driven by the CD's staff, formed by many volunteers from the Deva Aeroclub as well as from the Romanian Aeroclub. One of the absolute highlights for me was the friendliness of all the helpers, managed by the head of staff Flori Danciulescu. Flori and the team of volunteers were always ready to run when it was necessary. A big and heartfelt thank you to all of them! It was a pleasure to work with you guys.

The airfield itself is a wide open space optimally suited for competitions. From the fuel station to the flight number tower to the flag man, everything was wisely planned and operations went smoothly. The CD repeated on every briefing the local regulations regarding ground operations and traffic pattern according to the official wind, clearly with safety as the main governor.

There was only one judge position used during the whole competition. This thanks to the prevailing wind which most of the time is blowing from east to west or vice versa in the valley of Deva.

The weather data was supplied by on-site staff of the National Romanian Meteorological service. Wind measurement was done by means of balloon ascents. The service provided was clear, reliable and precise. Because of the high temperatures the Density Altitude had to be calculated on a regular basis. The limit of 3000 feet was passed quite early during the flying days and therefore free breaks have been allowed (Section 6, Part 1, Paragraph 4.2.2.2 f).

At the scoring office a whole team, managed by the Scoring Director Dorina Gheorghiu (fem.), was competent to handle all the work necessary. The scoring software used was ACRO.

Contest summary

All 4 programmes were flown. 2 warm-up pilots, including Jurgis Kairys and jury member Tamas Abranyi, were flying for the judges.

Only one pilot, Sean Wirz (SUI), had to be disqualified by the IJ for Programmes 3 and 4 because of not reaching 60% in both Programme 1 and 2. This according to paragraph 1.3.1.1 b) of the Sporting Code Section 6, Part 1.

In Programme 1 a pilot, Igor Popov (RUS), did not follow the instructions given by the flagman and took off without permission. He then ended up in approaching and entering the box despite the CJ calling him several times by radio without any reaction. The box was occupied by the preceding flight doing his competition sequence. In the last moment the box was cleared by the "offender". The flight doing his sequence could finish without being disturbed directly. The CJ has disqualified the pilot for Programme 1 because of causing an unsafe situation according to paragraph 1.2.7.4. In addition paragraph 4.2.1.6 applies: No two-way radio contact with the CJ on entering the box.

No accident has happened. One incident with an aircraft on the ground occurred. On a Polish Extra the left landing gear was broken during roll-out after landing. Nobody was injured and the Romanian Aeroclub offered the 2 pilots flying on this aircraft a replacement Extra for rent. An example for good sportsmanship.

An absolute premiere has happened when the CD had to stop the competition flying operations on one day due to bush fires approaching the airfield from the west. The boundary judge position South-west had to be evacuated because the flames were only a few meters away. The staff remained in position until the very last moment. The fire was then fought by the fire brigade of the city of Deva and the local intervention team at the airfield. No damage to aircrafts or buildings, however the corner markings were completely destroyed and had to be reinstalled by the organizer.

Complaints

The French Team Manager has approached the IJ twice expressing doubts about the neutrality of the boundary judges. As a result, also governed by feedbacks received from several other teams, the IJ has decided to intensify the supervision of the boundary judges. During simultaneous visits of two opposite corners by members of the IJ absolutely no irregularities could be found. At this point a big thank you to the boundary judging teams for their work.

Protests

Only one protest was submitted to the CD and forwarded to the IJ:

Pilot concerned: George Rotaru (ROM)

Protest: A HZ for figure 2 in the Free Unknown 1 Programme. The HZ was given by the board of judges for having done 7 instead of 8 stops on top of a loop.

Decision by the IJ: The protest was turned down and the protest fee was forwarded to FAI

Rationale: The IJ has verified the marking and conferencing process used by the CJ. This included an interview of the CJ and a check of the official video for its usability. The video was usable as a decision base for the board of judges and the conferencing process was conducted correctly by the CJ. The HZ as a mark itself was not the scope of the investigation of the IJ.

Other businesses of the IJ

The judge assistant for Jürgen Leukefeld (GER) wasn't able to make it to Deva. The IJ, in cooperation with the CJ, approved Olga Romashova (UKR) as the replacement assistant for Jürgen: Thank you Olga for jumping in.

Flight 18 of the Known Programme was only scored by 3 out of 7 seven judges. However, the scores from 3 judges were complete and showed no marks to be disputed (eg. HZ, PZ or any other low score). The CJ stated that he missed the wing-wag and therefore no whistle signal was given at the start of the sequence. Because there was no video available from the wing-wag, the recording starts somewhere in figure 1, the signaling couldn't be verified by the IJ. The IJ, in cooperation with the CJ, decided to average the 4 missing judges for all figures and positioning. No protest was placed by the concerned team.

Before the start of the competition I was approached by the Polish Team Manager, Wojciech Krupa. He asked the IJ officially to use the PHMD onboard of the Polish aircrafts during the competition. The PHMD is nowadays a fully developed electronic tracking device. Wojciech stated that he would make all data collected available to all participating teams. The intent of his request was to test the device in real competition environment.

The IJ has denied this request for several reasons. However mainly based on the fact that the device is not yet approved for usage on Powered Aerobatic Competition Flights. The IJ also was unanimous taking the position that such testing should not be done during a European or World championship. The IJ has allowed to use the electronic tracking device on the warm-up flights. The Polish team demonstrated the whole system to interested competitors and officials on several occasions.

Judging Analysis

1	John GAILLARD	RSA	13.17
2	Jürgen LEUKEFELD	GER	13.65
3	Jerome HOUDIER	FRA	13.87
4	Oleg SHPOLYANSKIY	RUS	13.93
5	Violeta GEDMINAEITE	LTU	15.44
6	David KAFTAN	CZE	18.13
7	Lars-Ake ALLERHED	SWE	30.12

Proposals to CIVA plenary

As a result of the contest operations supervised by the IJ the following proposals are submitted to plenum:

- [Remove every paragraph from section 6 that contains any reference in conjunction with anonymity. Eg. Paragraph 6.5.1.6 in Part 1 (in my opinion the same should happen in Part 2). However, there should be a possibility for the CJ, in cooperation with the judges, to request the removal of any references to pilots or teams on Forms A,B and C.

Rationale: It just doesn't make sense anymore. There are so many possibilities for a judge to get a flying order if he really wants to (eg. Social media in on the web). And to play police behind the judges for doing this is just pointless. By talking to several judges it turned out, that they might be distracted by having any name or team on any form. Therefore the option above would make sense.

- [Submission of Programmes for Program 3 and 4: Paragraph 4.3.4.5 is in my opinion not clear enough regarding the number of Programmes that can be submitted by an NAC. The wording "...each NAC may submit to the International Jury a sequence..." should be changed to either "...each NAC may submit to the International Jury one sequence..." if the intention is to have one Programme per NAC or to "...each NAC may submit to the International Jury one or more sequences..." if its the intention not to limit to one Programme only.

Rationale: Clarification of the intended meaning

- [Usage of linking figures: A sentence should be added to 4.3.4.4 c) : "Linking figure(s) may not be used as the first or the last figure.". Interestingly Openaero doesn't allow the usage of a linking figure as figure number one in Free Unknown. The problem can be

circumnavigated. However, I think Openaero gives the direction on how this should be handled.

Rationale: Clarification of the rules and probably applying the meaning of “linking” or “connecting”. To start with is not to link or to connect.

- [It shows on every competition that pilots are in doubt about the independence of the boundary judges. They are provided by the organizer and can be seen as representant of a nation without being formally a judge. Even if the boundary/line judges work absolutely without any objection by the IJ who supervises them, which was the case here in Romania, obviously the bad taste for competitors remains. CIVA should as quickly as possible replace human boundary judging with an electronic tracking device, as already mentioned in the rules. The Advanced PHMD demonstrated to pilots and officials here at Deva is basically exactly what we are looking for. However, currently there is no certified device. I therefore propose to get the PHMD or any other device demonstrating the capabilities to be used as an electronic tracking device to be certified by CIVA. This might even have an impact on the cost side for organizers.

Rationale: We are in the 21st century, you know...

Final Words

I really enjoyed this competition. It was an absolutely positive experience for me. The Romanian Aeroclub together with the locals from Deva did a fine job on this event. Good sportsmanship was the governor for the whole competition.

The IJ together with the CD was staying at the smallest Hotel that I have ever seen. Only 6 rooms but friendly, clean and nice. Having a personal driver with a car, who was always on our disposal, gave us the feeling to be at home. Thanks guys!

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